

## REMARKS

The numbering below refers to the numbering given by the Examiner in the detailed action.

2. The Examiner states that Figure 4 should be designated by a legend such as "Prior Art" because only that which is old is illustrated in the figure. The Applicant has amended Figure 4 as proposed.
3. The Examiner objects the drawings, as the drawings must show every feature of the invention specified in the claims. The Examiner states that "the locking collar threadably engaging the second end of the main body" must be shown or the feature canceled from the claims. The applicant has canceled claim 6 having the above language.
5. The Examiner objects the disclosure because of informality in paragraph 23, line 8. The Applicant has properly corrected the informality.
7. The Examiner rejects claims 6, 7 and 12-15 under 35 U.S.C. 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention. The applicant has canceled claim 6 and amended claims 7 and 12 so that there is not any more a lacking antecedent basis.
9. Claims 1-4 and 11-18 are rejected under 35 U.S. C. 103(a) as being unpatentable over Hart et al '134 in view of Cardin, Sr. '761.

The Examiner states that it would have been obvious to one skilled in the art to combine the teaching of Hart et al. and that of Cardin and thereby end to the invention of the Applicant.

Even if one skilled in the art would combine the teaching of Hart et al. and Cardin, the result would not be what is disclosed and claimed by the applicant:

The receiver tube according to the present invention extends at least one-fourth of the length of the trailer; **BUT** the interchangeable hitch bar and security plug both are only the length of that part of the receiver tube that is outside the trailer frame. This makes the invention different from Hart et al. where the hitch bar is of similar length as the receiver tube. By introducing this long hitch bar, Hart et al have to introduce the securing pin to be attached at the part of the hitch bar that is on the top of the trailer frame. Because the invention of Hart et al. is meant to be used with a trailer having a hydraulic brake, the securing pin has to be introduced to the part of the hitch bar where the hydraulic brake box locates –i.e. in the part where the hitch bar and receiver tube are on the top of the trailer frame. Locating the securing pin like this, one using the invention of Hart et al would not be able to substitute the securing pin with a locking pin. The hole should be drilled through the trailer frame before a locking pin could be used in connection with Hart et al.invention. This step would not be an obvious one, because a locking pin in such case should be a very long one; because drilling a hole through the massive trailer frame would be a major change in the trailer and most importantly: if a locking pin would be assembled instead of the securing pin of Hart et al. by drilling a hole through the trailer frame the pin should be secured from the bottom of the trailer, which would be rather awkward and complicated in use and fully different from the present invention.

From the teaching of Hart et al. it would therefore not be obvious to one skilled in the art to secure the hitch bar from the part where it extends outside of the trailer frame with a locking pin. Rather, because Hart et al. teach the security pin to be at the inner end of the long receiver tube this publication actually teaches away from having a locking pin close to the entrance of the receiver tube.

Because the hitch bar disclosed by Hart et al. is such a long element it will also amend the weight of the trailer and be heavy to attach and detach. By introducing such a long

hitch bar, Hart et al also teach away from combining the hitch box cover shown by Cardin to Hart et al.

It would not be obvious to one skilled in the art to attach the hitch box cover of Cardin on the receiver tube of Hart et al. because the security pin of Hart et al. is far away from the entrance of the receiver tube. It would be impossible to lock the cover of Cardin to the receiver tube disclosed by Hart et al. Therefore, combining the invention of Hart et al. and Cardin would not lead to the present invention, but one skilled in the art should make a major inventive step to modify Hart to the invention disclosed by the applicant here.

The applicant also wish to point out that Cardin shows a locking hitch box cover, which is to be attached to the hitch box of the TOWING VEHICLE, not the trailer. Moreover, the purpose of the invention of Cardin is to prevent stealing or loss of the decorative hitch box cover. Therefore clearly, one trying to resolve a problem of preventing steeling of a trailer would not turn to Cardin in the first place.

It should also be mentioned that the security bar according to the present invention preferably is substantially solid metal, while the hitch box cover of Cardin may be aluminum or plastic or any other flimsy material. Therefore also, one trying to solve the problem of preventing theft of a trailer would not turn to Cardin, because unauthorized detaching the cover disclosed by Cardin is very easy.

10. Claims 5-10 are rejected under 35 U.S.C. 103(a) as being unpatentable over Hart et al '134 as modified by Cardin, Sr, '761 as applied to claim 1-4, and further in view of Johnson '106.

Johnson discloses a locking device to be used for locking two objects together. The present invention comprises a locking pin. Various commercial locking devices can be use in connection with the present invention as disclosed in chapter 0019 of the present disclosure. However, combining Hart et al., Cardin and Johnson would not make the

present invention obvious. Above it has already been discussed that combining Hart et al. and Cardin would not lead to the present invention.

Furthermore, Hart et al. disclose as a part of the invention a security pin. The security pin of Hart et al. is not a locking system and as it is disclosed by Hart et al. it can not be locked: The lower end of the security pin of Hart et al. sits in the trailer frame and does not extend through it. Therefore a locking device such as that disclosed by Johnson or any other similar type of locking systems could not be used in connection with the Hart et al. invention. Therefore, clearly combining Hart et al., Cardin and Johnson would not lead to the invention of the present disclosure.

11. The Examiner lists further prior art pertinent to applicant's disclosure.

The invention disclosed in Workentine '686 is related to cargo carrying, especially cargo carrier assembly of a bicycle and therefore not relevant prior art regarding the present invention being trailer hitch box.

Rogers '096 discloses a longitudinally moveable rectangular cap that is slidably mounted ON a rectangular pipe used as a trailer hitch. The purpose of this invention is to ease latch and unlatch a trailer hitch from the towing ball. This is not a security device and the locking system in this invention is purely provided to lock the hitch ball into the hitch ball socket. Therefore this disclosure is not relevant art regarding the present invention.

Bullinger '436 shows a locking device for locking one or more cover elements on the top of through screw connections that are securing a drawbar coupling on a drawbar. The disclosure describes the screws going through the coupler and the bar and the locking mechanism is only to lock the cover elements on the screw connections. The Applicant does believe that his invention is patentable over this prior art.

Morris '126 discloses a coupling assembly with padlock securing a piece of steel on a hinge. Padlocks are not manufactured to securely hold the kind of weight involved when

towing a trailer and would a trailer secured with such a lock hit a bump in the road, it is likely that the padlock would break and the hitch would be released. Therefore, the concept of securing a coupling assembly with a padlock is not as secure as the securing system according to the present invention.

Moreover, both the padlock and the hinge provided by Morris can be easily broken and therefore this invention is not a secure system for preventing trailer theft

Even further, Morris does not provide any kind of security bar, such as the present disclosure does.

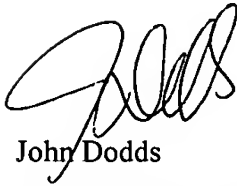
When filing the application the Applicant was aware of this invention and has disclosed this publication in the information disclosure statement. The Applicant does believe that the invention disclosed in the present disclosure is patentable over Morris.

Duncan et al. '537 discloses a trailer bar to be attached under the trailer tongue in a way that it prevents a hitch ball to be introduced into the hitch ball socket of a coupler. The trailer bar is to be secured with a padlock underneath the trailer tongue thereby being insecure as a padlock can be easily broken and awkward for the user to access. Moreover as being rather long the steel bar adds extra weight to the trailer. The sleeve of this invention is U shaped and therefore also not comparable to the receiver tube of the present invention. The applicant believes that his invention is patentable over this disclosure.

Ray et al '084 and '532 disclose a trailer coupler with a pair of capturing members. The disclosure show a base member being a tube open form both end into which the coupler can be attached and the other end of the base shall be attached to the trailer. Alone being open from both ends makes this base different from receiver channel of the present invention. The applicant believes that his invention is patentable over this prior art.

## CONCLUSIONS

By virtue of the amendments and the arguments presented above the Applicant believes that this application is deemed patentable over the cited art. Applicant respectfully requests that the Examiner reconsiders and withdraws his rejections and allows this application to pass to issue.

A handwritten signature in black ink, appearing to read 'John Dodds', is positioned above the printed name.

John Dodds

Attorney of the Applicant

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